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CLASSIFIED MESSAGE

151

DATE : 14 NOV 55

S-E-C-R-E-T

50X1

50X1

TO : DIRECTOR

FROM :

14 NOV 1955

ACTION: FE 1-7

INFO :

50X1

50X1

50X1

1538Z 14 NOV 55 PRIORITY

TO: (PRIORITY) DIR INFO: PRECEDE CITE:

50X1

50X1

ELINT COMMO

50X1

RE:

50X1

A.

50X1

B. 12 NOVEMBER 1955

C. PB4Y2, NUMBER 16

D. PRIMARY ECM, COVERED BY DIVERSIONARY LEAFLET DROP. 14ØØ LBS. 6ØØ,ØØØ LEAFLETS.

E. 1. 2. 3. 4. 5. 6. TO HSINCHU 5 1154 SC 1Ø.

TP 2540/12150 6 1217 SC 15.

CLIMB 2557/12017 6 1230 SC 15.

CIP 2616/11938 40 1246 HI OCST 15.

TP 2616/11852 65 1303 LO BKN 15.

TP 2600/11843 78 1308 LO BKN 15.

TP 2441/11723 78 1344 (BETWEEN BKN LAYERS) 15.

TP 2546/11722 78 1408 (BETWEEN BKN LAYERS) 15.

TP 2650/11826 70 1444 (BETWEEN BKN LAYERS AND GF) 15.

TP 2702/11650 70 1520 HI OCST AND GF 15.

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IT IS FORBIDDEN TO MAKE A COPY OF THIS MESSAGE

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2345
1545
TP 2619/11558 7Ø 1 (PORTION GARBLED-BEING SERVICED) 5 HI OCST AND GF 15.

2351
TP 2557/11559 65 1551 HI OCST AND GF 1Ø.

0023
TP 2459/11449 6Ø 1623 HI OCST 15.

0044
TP 2412/11425 6Ø 1644 HI OCST LO BKN 1Ø.

0122
TP 2356/116ØØ 55 1722 HI OCST LO BKN 15.

0143
TP 2432/11658 63 1743 HI OCST LO BKN 15.

0158
DESCENT 2412/11736 55 1758 BETWEEN OCST LAYERS 1Ø.

0209
COP 24Ø3/11754 3Ø 18Ø9 BETWEEN OCST LAYERS 1Ø.

0215
DESCENT 2356/118Ø6 1Ø 1815 HI OCST 15.

0230
TP 2327/119ØØ 1Ø 183Ø HI OCST 15.

0335
HSINCHU 3Ø 1935 HI OCST 15.

F. (1) 2044 1244Z WHEN CLOSE CIP OBSERVED CITY LIGHTS LIEN-CHIANG, FU-CHOU AND DIRECTLY BELOW SAW FLASHING WITH LIGHT ON WATER. COMPLETE BLACKOUT LIEN-CHIANG WHEN AIRCRAFT OVERHEAD, WITH LIGHTS FU-CHOU REMAINING ON. OBSERVED ONE GREEN AND WHITE ROTATING BEACON AIRDROME TYPE TOGETHER WITH ONE GREEN AND WHITE STATIONARY LIGHT IN FU-CHOU AREA.

(2) 0050 125ØZ FU-CHOU LIGHTS STILL ON WHEN AIRCRAFT ENTERED CLOUDS.

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(3) ALONG ENTIRE ROUTE MANY SMALL LIGHTED VILLIAGES OBSERVED THROUGH BKN CLOUDS. ONLY BLACKOUTS OBSERVED WERE: 1653Z ONE BRIGHT LIGHT 2411/11438, AT 1715Z. SEVERAL LIGHTS 2356/11548.

G. LORAN. RADAR. ECM.

H. (1) BEST NAVIGATION TECHNIQUE TO DATE.

(2) CREW APPARENTLY FOLLOWED BRIEFING INSTRUCTIONS VERY WELL.

END OF MESSAGE

S-E-C-R-E-T

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